tion today. Some of the points raised by the hon. Member are very valid and important. She has made a point, और हम उसकी पूरी कोशिश कर रहे हैं। उनका सुझाव बहुत अच्छा है। चूंकि हम लोग ट्रांसपेरेंसी में विश्वास करते हैं इसलिए आपके सुझाव पर विचार किया जाएगा और हम लोग चाहेंगे कि ऐसे लोग सामने आएं, ऐसी कमेटियां सामने आएं ताकि हम और बेहतर काम कर सकें।

श्री संतोष बागड़ोदिया: सामने कैसे आएंगे? ...(**व्यवधान**)... सामने तो आ गयी हैं। ...(**व्यवधान**)...

श्रीमती सरला माहेश्वरी: सर, ...(**व्यवधान**)...

श्री सभापति: गवर्नमेंट का कमिटमेंट है, वह तैयार करते है इसके बाद में there should be no supplementary.

*188. [*The Questioner (Dr. Arun Kumar Sarma) was absent. For answer vide pages* 42-43.]

*189. [*The Questioner (Shri K.B. Krishna Murthy) was absent. For answer vide pages* 43-44.]

Setting-up of more terminals on national waterways

*190. SHRIMATI N.P. DURGA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government propose to make operative more permanent terminals on National Waterways in order to facilitate and strengthen passenger and cargo movements;

(b) if so, the places where these terminals are proposed to be set-up;

(c) whether certain other waterways are also to be made operational; and

(d) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI VEDPRAKASH P. GOYAL): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) Yes, Madam. All existing permanent terminals on National Waterways are operative and facilitaties on these are being augmented with the growth of traffic.

(b) The places where new permanent terminals are being set up are as follows:—

NW-1-Gaighat (Patna)—Cost of the terminal is Rs. 25.50 Cr. Foundation stone was laid on 29.10.2002 and is to be completed by March, 2004. Construction work has started. This terminal will be capable of handling containers.

NW-2-Pandu, (Guwahati)—Cost of terminal is Rs. 30 Cr. The foundation stone was laid on 27.9.2002. The design and model study has commenced. Project is to be completed by March, 2005. This will be capable of handling containers.

NW-3-Kottapuram, Cochin Special Economic Zone (CSEZ), Vaikom, Tanneermukkam, Trikunnapuzha, Kayamkulam, Chavara, Ernakulam, Aluva, Alapuzha, Kollan—Cost of these terminals is Rs. 14.84 Cr. for construction and Rs. 10.32 Cr. for land acquisition. The project is scheduled to be completed in 2004.

(c) and (d) Techno-economic feasibility studies for following four waterways have been conducted.

—Barak river

—Kakinada-Marcaunam Canal alongwith Godavari and Krishna rivers.

—East Coast Canal alongwith Brahmani river and delta of Mahanadi.

—Extension of national waterways no. 3 in North and South sides.

Process of declaration of these waterways as National Waterways will, however, be subject to availability of resources.

SHRIMATI N.P. DURGA: Sir, inland water transport is considered as the cheapest mode of transport consuming less energy and least hazardous when compared with road and rail transportation. The movement of goods by inland water transport in India is around 0.1 per cent of the total inland cargo against 8-20 per cent in countries like Bangladesh, China, Holland and Russia. In order to make optimum use of inland waterways, we need to have a fleet of vessels to operate on a regular basis.

MR. CHAIRMAN: Please put your supplementary. Do not give any background.

SHRIMATI N.P. DURGA: Okay, Sir. Is there any scheme to provide subsidy to the ship owners for vessel-building in Indian shipyards for inland waterways to enhance the capability of Indian shipyards to construct modern vessels and also to upgrade India's indigenous capabilities? Also, was there any approval from the Government in regard to levying minimum customs duty on imported machinery, for the development of inland waterways?

SHRI VED PRAKASH P. GOYAL: Sir, a lot of development work is being done in the direction of manufacturing vessels for inland waterways in India. The Government has also given a subsidy of 30 per cent. It is well know that inland waterways is the cheapest source of transport, but it is not being used because it is not comfortable in many respects. We are taking steps to provide night-navigation facility properly. Whatever is the request of the user, we are considering it and forming joint ventures. We are inviting people. Every step, which will promote this activity, is taken on priority basis by the Ministry.

SHRIMATI N.P. DURGA: Sir, being labour intensive, the development of this system can generate employment for both, skilled and unskilled, people. I would like to know from the hon. Minister as to what measures have been taken by the Government for procurement of barges and night-navigational facilities, and usage of high-speed vessels in existing inland waterways.

SHRI VEDPRAKASH P. GOYAL: Sir, several steps have been taken in the direction of providing night-navigation, like putting electric lights; and, also, later on even non-conventional lights. But they have failed, because they have been stolen away. We are now trying fluorescent paints. Perhaps, that might work. We had also consulted foreign countries. But they are not faced with such a problem. We have found an indigenous way—we have formed groups of men with country boats who can guide vessels. That is also providing employment to the people. That system is working.

SHRI R. SHUNMUGASUNDARAM: Sir, the Ministry of Shipping has recently announced that they are going to have Kesasamudram Project. Also, they are starting ferry service from Tuticorin to Colombo. Is there any proposal to use the coastline of Tamil Nadu, to have a ferry service from Chennai to Kanya Kumari?

SHRI VEDPRAKASH P. GOYAL: Sir, this subject does not come under the Ministry of Shipping. The 'coastal shipping' is a State subject. However, we are giving all the help—whatever they seek—to the States.

SHRI ASHWANI KUMAR: Sir, the National Waterways is a very major source of transportation for cargo and passengers. In this regard, some information has

been made available by the hon. Minister to us. I would like to know, do we have, in the near future, enough vessels to be able meet our needs, assuming that you are in a position to operationalise waterways? Secondly, do we have enough dredging capacity to make these rivers capable of facilitating transport, in a manner that would, at least, link the Western States with the Southern States of India, if not the entire country?

SHRI VEDPRAKASH P. GOYAL: Sir, we have enough dredging capacity, both with the DCI and also the private small dredging operators. We have found that silting is continuing again and again. We are taking steps so that it does not hinder, and we are able to keep on dredging. So far as the construction of vessels is concerned, as I told earlier, we are giving 30 per cent subsidy. We are inviting new entrants to form joint ventures. The Government is also ready to become a partner. That will increase the number of vessels that is required for that cargo.

Strike against privatisation of NALCO

*191. SHRI JIBON ROY: Will the Minister of DISINVESTMENT be pleased to state:

(a) whether in October, 2002, a State-wide strike was observed in Orissa by all Trade Unions and Political Parties including Biju Janta Dal protesting against privatisation of NALCO; and

(b) if so, whether Government would consider the demand of the people of Orissa?

THE MINISTER OF DISINVESTMENT (SHRI ARUN SHOURIE): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) There are reports of some agitation in Orissa against disinvestment in NALCO.

(b) Disinvestment of all non-strategic PSUs, whether profit making or loss incurring, can be done to a level of 26% or lower, if necessary, as decided on a case by case basis. Disinvestment of Government shareholding in NALCO is being done in accordance with this policy. As per the established practice, no retrenchment of employees is permitted in the first year after disinvestment and even thereafter employee separations will be possible only after giving benefits to employees which are either as per the guidelines of the Department of Public Enterprises or as per the scheme prevailing in the PSU at the time of disinvestment, whichever is higher. In several disinvested PSUs, including some loss